

**CITY OF KIRKLAND**

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**DEPARTMENT OF PUBLIC WORKS**  
**PRE-APPROVED PLANS POLICY**

**Policy R-33: Crosswalk Location Evaluation Policy**

The following check list applies to marking uncontrolled crosswalks including intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. Its main purpose is to help identify crosswalk locations that meet basic safety and operational requirements.

- 1) Stopping Sight Distance. In order to make sure that pedestrians can be seen by oncoming vehicles, crosswalks should only be marked where Stopping Sight Distance is adequate. Values from the latest version of the AASHTO design guidelines are shown on Table 1 below.
- 2) Pedestrian Safety Enhancements. Proposed crosswalk locations should be evaluated to determine the need for enhancements in addition to markings and signs. Factors to be considered include the number of travel lanes, Average Daily Traffic and posted speed limit. The MUTCD provides recommendations for the installation of marked crosswalks and the type of enhancements that may be needed based upon the factors mentioned above. Examples of pedestrian safety enhancements include but are not limited to pedestrian islands, curb extensions/bulb-outs, warning devices such as RRFBs, and pedestrian flags.
- 3) Turning Vehicle Impacts. In order to minimize the impacts to and from turning vehicles crosswalks must be located away from driveways. Crosswalks located at or near T-intersections should be offset to the left so that left turn pockets are not impacted.
- 4) Lighting Evaluation. Proposed crosswalk locations must be evaluated to determine the need for lighting improvements. Table 2 can be used to identify basic lighting improvements.
- 5) Connectivity to Sidewalks, Trail and/or Paved Shoulders. Crosswalks should not be marked unless the crosswalks connect to a paved walkway.
- 6) ADA Compliance. Before locating new crosswalks appropriate accommodations for accessibility should be in place.

Table 1: Stopping Sight Distance Values

Speed Limit (MPH)	Stopping Sight Distance (Ft)
25	150
30	200
35	250

Table 2: Lighting Improvements

Type of Location	Number of Lanes	Proposed Lighting
Midblock	2 Lanes, 2 Lanes + Two-Way Left Turn Lane	One street light within 20 Ft of crosswalk
	4 Lanes, 4 Lanes + Two-Way Left Turn Lane	One street light on each side of the road.
Intersection	NA	Lighting Analysis may be required to determine the appropriate number and location of street lights.